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PHILADELPHIA — 1876
EXPOSITION MEDAL.
MARC FERREZ'S
BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of
Brazil and received a medal at Philadelphia for the views
taken while in that service.
Brazilian scenery a speciality
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the various manufacturers they represent, which are kindly
permitted, will demonstrate the unequalled facilities they pos-
sess and have successfully employed for this purpose.
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THE FUTURE OF BRAZIL.

Two remarks are common respecting the future of Brazil: one, that "being a vast country, of unbounded natural resources, it is only a question of time, and of reasonable time, when these wonderful resources, being developed, this empire will rank high among the most favored nations;" the other, that "Brazil has no future," because her people cannot or will not develop her resources; whatever they may be. Truth generally lies between such widely discrepant opinions.

Probably, the available resources of Brazil have been overrated by many sparkling writers; and on the other hand, those who prognosticate "no future for Brazil," on the ground mentioned, have not perhaps taken into account the natural difficulties of developing this extensive country.

It is undoubtedly of great size, and embraces nearly forty degrees of latitude, beginning five degrees north of the equator, and extending to nearly thirty-four south; though not sufficiently far south to encounter a cold region. The whole of Brazil has substantially a warm climate though modified materially in many places by the elevation of the land above the sea; so that in some of the higher regions frost, and even a little snow and ice occur sometimes.

The topography of Brazil is too varied to be spoken of as a whole. Many parts are mountainous, rugged, and quite unfitted for cultivation; other parts, not so mountainous, are subject to serious droughts, which render general farming either very precarious, or entirely out of the question; while in some parts there are extensive plains, and numerous valleys well adapted to the growth of such products as are suitable to the climate. Although wheat and analogous grains will grow in some portions of the country, Brazil is essentially a non-wheat growing region, when compared with the great wheat raising countries of the world. Fruits, in great variety, abound in Brazil; but they are chiefly of a kind which will not profitably bear exportation to a distance. Coffee, sugar and cotton, are the staple products; and probably there will always be a foreign demand for coffee, sugar and tobacco; because there are yet large areas of virgin soil well adapted to these products, and they require peculiar climates and soils. In the future, cotton may be raised to advantage in conjunction with home factories in Brazil; yielding a larger profit than it is likely to yield abroad in competition with great cotton-raising countries. Tea, may yet become a valuable article of commerce from some of the southerly provinces.

Gold, silver and diamonds, are the mere poetry, so to speak, of any country. Gold, and diamonds, were undoubtedly the nucleus—the foundation of the earlier interior settlements in Brazil, and wealth, among certain individuals and families, followed, or attended the workings of these mines, by means of slave labor; but to the national wealth, or to the national greatness of Brazil, they have added but little. Providence seems to have placed these tempt-

ing treasures in out of the way places as an inducement to human enterprise to penetrate through difficult regions in search of them. At all events, one of two things results: either the gold and diamond regions are in due time abandoned, as worthless; or they become changed to agricultural districts. California is a marked case in point; not first, the pioneers thought of nothing but gold. They would rather pay ten prices for food, than undertake to raise it, in the face of the enormous profits of mining; yet, already, after the lapse of less than one third of a century since the discovery of gold in California, it has become a great agricultural region, and gold mining is entirely secondary in that state.

If Brazil should rely upon her gold and diamond mines as a principal or permanent source of prosperity, it might then be truly remarked, that "Brazil has no future," but while these may not be altogether ignored since the world is likely to continue the worship of gold and diamonds for some time to come, other sources of wealth must be encouraged.

It is not fair to compare Brazil to the United States of America as a general agricultural country; because the topography and the climates are essentially different. The only approach to a resemblance is in the extreme southern parts of the United States, where the climate is somewhat like that of southern Brazil. The circumstances in the United States, of soil and climate, are such—especially in the middle and northerly parts, as naturally to attract emigrants from nearly all of the European nations. True, the laws and customs of the country are suited to the taste of emigrants anxious to get away from various oppressions which are still maintained in most European countries; but this latter is not the predominant inducement; because there has never been any large amount of immigration into the southern states. Indeed, scarcely any. Slavery, doubtless, had something to do with it, but climate has been, and still is a controlling element.

What would be the future of the extreme southerly states of the United States, if they should confine themselves wholly to the raising of cotton and sugar, to the entire neglect of manufactures? Their people would become the more "hewers of wood and drawers of water" to the enterprising people of the north, and they would deserve their fate. What will be the future of Brazil, if the people confine themselves to the production of coffee, sugar and cotton, and neglect manufactures? It is easy to forecast it. The people of the interior will become the pecuniary slaves of the bankers and merchants of the sea ports. It matters not, in this connection, whether the labor be slave or free; and the only remedy is the introduction of home manufactures. It may be a slow process, but if Brazil is to have a future, it is a necessary one.

It is idle to talk about the future of any country, unless there can be shown some reason why it should have a future.

Brazil, excepting her magnificent Ocean front, is surrounded by Spanish republics, which are, as yet, little more republican

than in name; being still subject to control and change through the spasmodic action of a few individuals, with populations of uneducated people little more advanced than they were a century ago.

Brazil has nothing to hope, in the way of immigration, from any of these. On the contrary, she is compelled to be on her guard against inroads from them, and it so happens that the least populated portions of her provinces adjoin these republics. Brazil, though an empire, with an hereditary reigning Emperor, has the most stable, and actually the freest government in South America, because it is a constitutional government, and because the Emperor, who is its head, respects the constitution. The laws however are defective in many important respects, that is, if Brazil wishes to rank along with the most enlightened modern governments. If she desires to have people from other countries to become Brazilians, she must show it by laws which will encourage it. On the other hand, if she wishes to continue exclusive, it is easy to do so with little or no change in the present laws. It is her right to decide either way; but if she hopes for great future, she can hardly expect to attain it through an exclusive policy. Eye China is beginning to open her celestial eyes to the importance of reciprocity. There can be no real reciprocity between nations where one is exclusive.

It would therefore seem that the future of Brazil, at least, the future of any reasonable period, depends more or less upon the action of the present rulers of this country. If that action favors immigration from other lands, and gives proper encouragement to the introduction of manufactures in Brazil, there is a future; but it is worse than folly to invite strangers into Brazil, and then, when they come, to mark and label them as "strangers," by laws of discrimination against them. There is a future for Brazil, but it depends upon present liberal and enlightened legislation, and not upon bundles of restrictions. There must be a broad foundation of agriculture, manufactures, and commerce, before there can be a towering future superstructure.

LIBERAL.

MINING LEGISLATION OF BRAZIL.

Among the resources of this country none occupied a more important place, in early times, than the products of mining consisting exclusively of gold and diamonds, the deposits of other minerals having been left untouched. For many years however these products have steadily declined to a point in which they can no longer be considered as an important element of national wealth. An inquiry into the causes of this marked decline with a view to its possible arrest is a subject worthy of the most careful consideration of the government, whose chief aim should be the removal of every obstacle in the way of the development of the national resources and the encouragement of all enterprises leading to an increase of national wealth.

The most apparent, if not a sufficient, cause for the marked decline in diamond mining

is to be found in the great fall of prices in consequence of the discovery and development of the South African diamond fields, a cause that is beyond all control, although its effects on the important diamond mining industry of Brazil might to a certain extent be mitigated by judicious measures to facilitate and encourage the working of the Brazilian mines.

The causes of the decline in gold mining are not so apparent and are more complex in their nature. The one commonly indicated, that of the exhaustion of the mines, may be put aside as improbable or, at least, as unproved. With regard to the surface mines or placers, this cause may have a basis of fact since many of the best known and most easily worked placers have been washed out, but according to the testimony of several experienced cool-headed men of many years practice in California there are still many placers untouched or only partially worked, that offer good prospects of successful results if intelligently worked with modern improved appliances. As regards the underground workings a sufficient number of the few that have been attempted have proved successful as to warrant the belief that deep gold mining in Brazil can be made to pay. A careful inquiry into the facts of the case will doubtless show that the numerous failures depose against reckless and ignorant management, ruinous speculations and lack of facilities for transportation rather than against the richness of the deposits. The last cause is being rapidly removed by the extension of the railway system of the country while the first two are beyond the province of governments to control and must be left to the good sense and judgment of the people who embark in such enterprises to select competent and honest agents and managers.

Without going into consideration of all the causes that may have conspired to produce the present depressed state of the mining industry, a very potent one, that of the unsatisfactory and onerous relations of the government to mining and the lack of settled and wise laws governing the matter may be pointed out as worthy of consideration, as being the first and most important that comes within the province of the government to correct. The race of Brazilian miners may be said to have died out, because when the antiquated methods, formerly in vogue, were proved to be insufficient proper facilities and guarantees were not held out to promote the introduction of improved methods which would have enabled the industry to live and would have continued the existence of a class of men educated in and devoted to this industry. At present the holders of the greater part of the many mining privileges are not miners in any sense of the term and they obtain their concessions to sell rather than to work. The practical miners who want to work rather than speculate find "the laws delay, the insolence of office," too great obstacles in their way in the necessary preliminary red-tape business of securing a concession and they therefore direct their energies to other channels. A case in point is afforded by a recent dispatch of the minister of agriculture by which a petition for a mining concession is referred to the president of the province of Amazonas to inform in regard to it, after consultation with the municipal authorities of some remote town on the Rio Branco. In such a case a year is not too generous an allowance for the obtaining of the necessary licence and, of course, no active enterprising man really desirous of actually working a mine can subject himself to such delays.

The old theory of the Portuguese government that all mines belong to the crown seems to have been given up but as yet no laws or regulations have clearly established the new

relations of government to mining, and the practices followed show a queer mixture of the ideas of the old theory with those of the newer one that mines go with the soil or belong to the discoverer. If, as many fairly be supposed from the terms of recent concessions, the government is committed to this latter theory of its relations to the mining industry it would confer an immense benefit on that industry and remove many of the present obstacles to its development and the consequent increase of national wealth by clearly stating the fact and by enacting a mining law in accordance with these terms.

Once cleared of the regulations arising from the idea of minerals being crown property and those of a sort of paternal intervention of the government in all the industrial enterprises of its subjects, the relations of the government to mining would be reduced to the protection and guarantee of the rights of third parties, the protection of the lives and health of persons employed in the mines to be secured by a proper instruction, and the collection of imposts and mining statistics. A carefully drawn law which would secure these ends and, at the same time, afford such guarantees and special favors as it might be deemed proper to grant for the encouragement of the industry would undoubtedly have a very beneficial effect in stimulating it into new life.

That there is in the country a spirit of enterprise ready and willing to embark in mining operations is proved by the large number of privileges annually applied for, the majority of which, however, under the present defective system, only bring a vexatious loss of time, illusive hopes and unproductive outlay to the holders and, to the government, the paltry amount of the stamp tax on the multitudinous papers that are deemed necessary.

Whatever may be the view adopted by the government of its relations to this industry it is highly important that it be clearly enunciated and that the present cumbersome and vexatious system be simplified, so that projectors of mining enterprises may know exactly what they are required to do to secure and guarantee their rights, to what restrictions they will be subjected, that they may be able to make some sort of calculation as to the amount of unproductive time and labor it may be necessary to devote to the purely red-tape part of the business.

The present zealous and active minister of agriculture will find in the revision and simplification of the mining code of the empire a field well worthy of his attention and one in which he can greatly increase the important services he has already rendered the country.

HARBOR IMPROVEMENTS.

Col. W. Milnor Roberts has made a preliminary report to the Minister of Agriculture, of which we furnish our readers the following abstract:

PERNAMBUCO.

This port has been more frequently and more thoroughly examined and reported upon by competent engineers than any other in Brazil, and a great variety of plans, at different periods running through fifty-five years, have been presented which were designed for its improvement. A very condensed description of these plans occupies ten pages of the report of Sir John Hawkshaw dated 1875.

The principal recommendations that have been made are dredging of the harbor, to obtain greater depth, and more area for the shipping inside; extensive breakwaters outside of the reef, to transform the roadstead into a port; raising the submerged reef north of the Picão channel entrance, to protect that portion of the harbor, called the Popo anchorage, from the swell of the sea; new quays along the city front, to be built in deep water, requiring dredging; repairing, raising and strengthening the surf wall on the reef; cutting a new channel for the river south of Cinco Pontas; constructing culverts to create more waterway for the floods, closing the Picão entrance; leaving open and protecting the Picão entrance; closing the head or south end of the

harbor by the dike do Nogueiro; leaving this south end open; sheltering the Popo anchorage by a breakwater on the submerged reef; prolonging the high reef from the lighthouse to the Tartaruga rock; destroying the submarine rock in the Barra Grande; making a dock at the east side of the quarter St. Antonio; improving the rivers where they are shallow; cutting a new outlet for the river at Fort Brum; building extensive docks and quays near Fort Brum; constructing a curved dyke from the proposed new river channel to the Cabeça do Cão, a submerged rock on the north side of the Barra Grande; excavating a deep ship-channel through the Passarinhas shoal and building wharves between Recife and Cinco Pontas; stopping the Barreta das Jangadas; deepening the Barra do Picão; building a quay from Cinco Pontas to the Caes do Collegio for the benefit of the railway company; continuing the Arsenal quay northward beyond Fort Brum; reclaiming a large tract of land near the Recife railway station; canalizing the Capiberibe river up to the Magalhães bridge; providing quays for vessels of all sizes, including the making of a quay on the outer reef, with a bridge near the Barreta das Jangadas at the southerly end of the port; building a floating basin between the quarters of Recife and St. Antonio; protection against damage from the floods of the Capiberibe and Beberibe by means of new outlets. Other schemes have been proposed.

I may state here that all of these various plans have been carefully investigated by me, but the consideration and result of these studies can only be intelligibly given in the full report.

I think that the most needed improvements are the dredging of the Breguete shoal and other dredging in the port, making the submerged reef between the Barra Picão and the Barra Grande, either closing or improving the Picão entrance, and improving the present shipping arrangements by means of short open-iron piers, at the quays, and dredging in front of them.

Explanatory maps and plans with estimates of cost will accompany my report. Respecting the probable cost of the works I shall recommend, I can only state at present that it will be much less than most of the plans heretofore offered.

An opinion was expressed some years ago by a distinguished engineer, and has since been repeated, that "Pernambuco has a good harbor with a poor roadstead." I do not concur in this view of the roadstead for I regard it as an uncommonly good one.

The occurrence of any trouble to the large vessels anchoring in the outer roads of Pernambuco is very rare. The port is perfectly secure but it is of limited capacity, both in depth and area. The primary object should be to increase its depth by dredging and at the same time to enlarge the shipping area for vessels drawing 6½ to 7 meters (23 feet).

Many of the former recommendations were very judicious, but so much was attempted to be embraced in the schemes, as to render the estimated cost so formidable as to deter the government from undertaking them. Besides, for a very large proportion of all the vessels trading with Pernambuco, this port is already one of the safest and one of the most convenient in the world, and for the very large vessels which cannot enter the port, there is an admirable roadstead.

Nevertheless, the business of the port is increasing, and still better and large shipping accommodations are desirable.

Pernambuco is situated near the most extreme easterly part of Brazil, and near the track of vessels sailing north and south, so that it is remarkably favorably placed as a calling port.

CEARÁ.

Several plans have at different periods been proposed for the improvement of this harbor, or roadstead, which, if they had been executed, would have greatly augmented its facilities as a shipping port. In 1875, Sir John Hawkshaw recommended the construction of a breakwater, to be also arranged as a quay, to be connected with the shore by an open viaduct on screw piles.

Previously Dr. Francisco Antonio Pimenta Bueno, Dr. Paulo José de Oliveira and Francisco Ferreira Borges, Messrs. Coimbra and Klingelhafer, Messrs. Zozimo Barbosa and Nente, at different times proposed plans, embracing breakwaters, quays, a canal through the reef, piers, etc. The estimated cost of these projects varied from about 2,225,000 to 1,760,000\$. Sir John Hawkshaw estimates of the approximate cost of the works proposed by him was about 2,200,000\$.

In 1866, a concession was granted to Messrs. Barroso and Foster for 50 years, for making a harbor at Macupe and a railway about 4 miles long from the shipping pier to the city of Ceará, but the work was not begun. This will be particularly referred to in my report.

I have carefully studied, on the ground, all of the plans that have been proposed, and I made a number of soundings and examinations, to aid me in the study of this port, but the presentation of my views

based on the facts, can only be intelligibly given in a fuller report.

My recommendations will, I think, be chiefly two: one, to raise the submerged reef, which nature has begun, so as to make it a breakwater, without attempting to arrange it as a quay, and then to build, at first, one open pier of iron from the shore out to 5 metres depth at low tide.

The plans and estimates of these works are not yet made, but the cost will be much less than that of the plans previously submitted to the government.

There is now a government pier—the only work of attempted improvement in the bay, but at low tide the sand at the end is bare, and at high tide the water is too rough there, so that it is useless for loading or unloading goods, or even for landing passengers.

The commercial system in this bay is quite primitive, all articles are carried—but only at or near low tide, to and from the lighters on men's heads, the men wading out through the surf up to their necks in water. Passengers are conveyed from the vessels and through the surf upon the *jangadas*, or *catanacans*, and thence on men's shoulders up to the dry beach. Ordinary boats, excepting at certain favorable hours, cannot land without risk of injury both to the passengers and the craft.

At Ceará may therefore be seen a most remarkable contrast, namely, that between the rude method of loading and unloading vessels in the harbor, with the roughest accommodations for passengers on the one hand, while, in the other hand, there is a commodious well laid-out, well-paved, well-lighted city, having all modern conveniences, with uncommonly clean streets, having also an excellent railway in operation connecting it with the interior. Why should this contrast continue?

Surely it is time that the shipping facilities of this handsome port should correspond more nearly than they now do with the improvements that have been made on the land. With piers, or a pier, protected from the swell of the sea by the proposed breakwater, the transfer of the products and goods may not all be made at the piers—though a considerable portion will be, but the lighter system will be radically improved, inasmuch as under the protection of the breakwater, the lighters can be loaded and unloaded either at the piers or near the shore, at all stages of the tide. These simple improvements will, at small cost, conduce materially to the comfort and convenience of all vessels visiting Ceará, as well as to the city itself and the province contributory to it.

MARANHÃO.

The port of Maranhão is well protected, and has an unusually great variation in the height of the water between high and low tides, usually about three and a half to four metres, rarely exceeding five metres at spring tides. On the lar, inside of Ponta d'Área, my soundings, December 6th, 1880, showed two metres above low water, spring-tide, or about six and a half metres below ordinary high-water of spring tides. Occasionally the depth is a little more, and I was assured by a commercial gentleman who has paid special attention to this subject, that he has known a vessel drawing twenty-two feet or about six and seven-tenths metres, to enter the port.

At low tide the anchorage is limited in extent, being for the most part quite narrow. In the main anchorage just below the city it has been widened somewhat by dredging, so as to allow the larger vessels, especially the steamers, that enter, to swing, but very long vessels could not swing or turn at low tide. Vessels of twenty-four feet draught could not enter the port at high water spring-tide, or at any tide that I have ever seen there.

The anchorage is very well adapted to the vessels doing business at this port, most of which draw less than twenty feet.

Dredging has been going on for some years, and it has done good. The sandy material thus excavated has been deposited behind the quay wall where it has made useful land, and the material does not get back into the harbor.

The sand in the river, or estuary, as it really is, in front of the city is gradually, through slowly encroaching upon the commercial waterway of the harbor immediately in front of the city, so that ocean vessels cannot now ascend as far as they could twenty years ago.

The piers in the river do not extend far enough out, so that at low tide there is little or no depth at the ends of the pier. I made numerous soundings, which show somewhat irregular depths, but a fair, navigable channel through the upper anchorage and thence to the lower anchorage where there is sufficient depth, with limited width in low water.

It is stated in some of the reports that there is a tidal rise of six metres between high and low water spring tides. I have seen a number of spring tides in the port of Maranhão, both in 1865 and in 1880, but I never saw a rise of even five metres. In Sir John Hawkshaw's report, page 71, it is remarked that "the tidal rise at spring tides is 6 metres, and at neap tides 3 metres." There seems to be an error in the height given for ordinary spring tides,

while the height stated for the neap-tides corresponds with my observations. In connection with the depth Sir John Hawkshaw remarks: "There is a deep channel running from the Ponta d'Aréa up to the town, in which the vessels frequenting the port at present generally lie. This channel is narrow but, I think, at present [1875] sufficient for the commercial wants of the port."

Most of the way this is a deep, narrow channel, but between the Ponta d'Aréa and the anchorage, and the city, is a bar upon which at low tide the depth was only two metres, and not even seven metres at ordinary high tides, and at neap tides high water not over 6 metres.

Still there is sufficient depth of water on this bar at ordinary high tide for the vessels frequenting the port.

It may be well to refer in this resumé to the recommendations made by Sir John Hawkshaw, as my attention was particularly directed to them. They were as follows:

"A quay from near the provincial treasury passing along the front of the old Arsenal to the Cotton Press Wharf."

"And, in front of and parallel to this quay, to construct a jetty about 370 metres long, and at a distance from the quay of about 90 metres."

"To connect the jetty with the quay by an open viaduct at right angles to both quay and jetty."

"The ground outside the jetty, and for a width of 30 metres inside should be dredged to 6 metres below low water. The dredging adjoining the quay might be carried to about 3 metres below low water."

Respecting the partly built Graving Dock upon which work has been suspended for twenty years the report says: "I am inclined to recommend that the work should be completed." The estimate for completing it was about 600,000\$. The report also recommended the finishing of the partly built Arapapahy canal, at the head of the estuary at an estimated cost of about 500,000\$.

Sir John Hawkshaw's estimate of cost was as follows (as-much a pound sterling to represent ten milreis):

I Estimated cost of the new quay, jetty and viaduct, including the necessary dredging,	2,200,000\$
II Completing the Arapapahy canal	500,000
III Completing the Graving Dock	600,000
IV Cost of the half-tide wall or Groyne from Point Bomfim, ...	500,000

In the report, page 81, he says "I have shown this work in the plan with a dotted red line, as I do not recommend that it be carried out until the necessity arises."

The discussion of these and of other plans proposed for the improvement of this port, can only be satisfactorily made in a full report, but my impression is that the most desirable are dredging and the extension of the piers out to the navigable depth at low tide.

The finishing of Arapapahy canal, which Sir John Hawkshaw recommended, will increase the shipping facilities by means of small craft between the city and the interior, though it cannot, as some have imagined it may, make any perceptible difference either in the volume of flow, or the height of the water at Maranhão. This point was clearly presented in Sir John Hawkshaw's report.

The Arapapahy canal is a very peculiar work, and when finished it can only be used at or near high tide. When the tide falls, navigation will cease during the interval to the next high tide.

It is important to consider that the whole of the interior business of Maranhão is carried on by water. It is on an island, and there is no railroad or any transportation road leading from it; but it is connected by water by five different rivers with extensive producing regions, the productions of which center in this port.

A large business is carried on, chiefly with Europe and the Brazilian ports; for this general commerce by ocean steamers and sailing vessels, no works outside appear to be necessary. The vessels and steamers frequenting this port rarely draw as much as 20 feet, though vessels of 22 feet draught, it is said, have been taken over the bar at high-water spring-tide. If it should ever be decided to deepen and enlarge the port so as to enable very long deep-draught steamers to enter and remain safely during low tide, it would then be necessary to deepen the channel across the bar, either by dredging or by jetties.

I made an examination of the partly constructed Graving Dock, located at the upper end of the city, and I think it could be completed for the sum estimated by Dr. André Rebouças, namely, 500 contos.

Since the suspension of the works, some twenty years ago, the river or estuary in front and above and below the dock, has silted up considerably; so that now at low-tide there is no navigation for ocean vessels so far up, and a very short distance above it is nothing but an exposed sand bar.

At high-tide vessels of 4 to 5 metres draught can reach the locality of the dock; but if it were to be

completed the river below would have to be dredged. In my full report this dock will be more particularly referred to.

With the piers carried out to deep water, and judicious dredging, it is easy to secure and maintain the needed improvements in the port of Maranhão. (To be continued.)

PROVINCIAL NOTES.

—At Ceará copious rains fell from the 3rd. to the 8th, instant.

—The customhouse receipts at Pará in January were 539,815\$719.

—The revenue of the customhouse at Ceará in January last 139,116\$315.

—Antonio Salgado do Monte has been named chief of police for the province of Pará.

—Deputy José Antonio de Souza Lima has been appointed president of the province of Pernambuco in place of senator Florencio de Albreu who declined the post.

—The *Avante de Minas*, published in S. João d'El Rei mentions the death of D. Olympia de Oliveira Delle, wife of professor Guilherme Delle, which took place on the 13d. ultimo.

—The village of Mauna, province of Amazonas, was attacked by a band of Uaimiry Indians in the morning of the 6th instant. They were driven back by the soldiers stationed there, who lost one killed and one wounded.

—The provincial assembly of Pernambuco was opened on the 1st instant, the opposition or democratic party securing the speakership to which the Barão de Itapissuma was elected. The presidents, report shows a balance in the treasury of 534,000\$000.

—The *Correio* of the 12th ult. states that the slaves that could not be embarked at Ceará for the South owing to the opposition of the people, were sent to Anacety and there shipped on board the coasting steamer *Ipseira* to Paratyba in order to be there trans-shipped to Rio per s. s. *Cruzei*.

—The *Monitor Campesino* says that Dr. João José Carneiro da Silva, important fazendeiro of Quissamã, province of Rio de Janeiro, founded on his agricultural establishment called Monte do Cedro an elementary school which is being attended by 60 pupils, young and old slaves. A good example which, it is to be hoped, will find numerous imitators.

—The *Monitor de Iguaçu* says that on the 5th ult. a woman named Adelaide, living in the chácara of Sr. Antonio Martins de Castro, gave birth to a male child which was a few minutes after, barbarously strangled and thrown into the garden, wrapped in some linen, where it remained unburied until the 7th. The unnatural mother died on the 9th.

—The *Diário de Campinas* relates that Mr. Araújo de Almeida, a dealer in slaves, living in the rua do Portão, found himself in serious embarrassment at 8 a. m. on the 27th ult. About 40 slaves, armed with knives, razors and sticks revolved on the occasion of being ordered to change clothes; they were, however, subjugated, 18 of the most violent ones being carried off to prison.

—At Rio Parão, province of Minas Geraes, 17 slaves have just been liberated by the emancipation fund for the sum of 12,371\$, to which the freedmen contribute for 850\$, the amount of their savings, and at Sta Rita do Paraíso, in the same province, two slaves with the sum of 1,622\$800. With the above the liberated in that province through the emancipation fund now amount to 1,038 for the sum of 902,465\$179.

—By decrees dated February 26th the presidents of the following provinces were exonerated from their posts at their request:

Pará.—Sr. José Coelho da Gama e Alveim.
Ceará.—Couselhor André Augusto de Palma Fleury.

Pernambuco.—Sr. Franklin Americo de Menezes Doria.

Bahia.—Sr. Antonio de Araújo de Aragão Boleão.

Rio de Janeiro.—Sr. João Marcelino de Souza Gonzaga.

S. Paulo.—Sr. Laurino Abelardo de Brito.

S. Pedro do Rio Grande do Sul.—Sr. Henrique Francisco d'Avila.

Minas Geraes.—Sr. Genciliano Aristides do Prado Pinheiro.

The following appointments were made in their place.

Pará, Manoel Ainto de Souza Dantas Filho;

Ceará, senador Pedro Leão Velloso;

Pernambuco, José Antonio de Sousa Lima;

Bahia, senador João Lastosa da Cunha Paragaguá;

Rio de Janeiro, Dr. Martinho Alvares da Silva Campos;

Minas Geraes, senador João Florentino Meira de Vasconcellos;

S. Pedro do Rio Grande do Sul, Dr. Francisco de Carvalho Soares Brandão;

S. Paulo, senador Florencio Carlos de Albreu e Silva.

—The president of the province of Rio Grande do Norte intends making an excursion to the valley of Ceará-Mirim, to examine this important part of the provinces and to ascertain what is required for its development.

RAILROAD NOTES.

—A decree dated 26th ultimo approves the statutes of the Carangola railroad.

—The new time table on the D. Pedro II railroad went into effect on the 1st instant.

—The receipts of the Santo Antonio de Palma railroad for the month of January were 17,317\$111.

—The Dutch schooner *Heurick Jan*, with the material for the Camocim railroad, has arrived from Rotterdam at the port of Fortaleza.

—On the proposal of the engineer in chief of the prolongation of the Bahia railroad Sr. Icyurgo José de Mello has been named resident engineer of the prolongation.

—A section of the Santo Amaro railroad in the province of Bahia extending from Santo Amaro to Terra Nova was opened to provisional freight traffic on the 21st of February.

—The contract for the construction of the railroad between S. João d'El Rei and Oliveira has been signed by the provincial government of Minas and Dr. Canilho José Coelho de Moura.

—The minister of agriculture will accompany his majesty the Emperor in his excursion on the 26th instant as far as Carandahy, in order to inspect the works on the extension of the D. Pedro II railroad.

—The directory of public works for the province of Rio de Janeiro has invited tenders for the reconstruction of the bridge over the Rio Negro on the Sta. Rita and Cantagallo railroad, estimated at 12,390\$447. The allotment will take place on the 26th instant.

—The section of the Sobral railroad, between Grana and Angica, consisting of 19½ kilometers, will be opened to traffic during the present month. The works on the remainder of the line, to the terminal station of Sobral, are said to be in a forward state.

—The *Correio Parahybano* states that a contract was signed on the 22d ultimo between Barão do Píhal and Major Benedicto Antonio da Silva for the construction of the railroad between S. João do Rio Claro and S. Carlos do Píhal, with the capital of 1,500,000\$, of which the former contributes two thirds and the latter one third.

—A telegram from London to the superintendent of the Bahia and São Francisco railroad states that the directory have determined upon the construction of a branch line from Alagoas, the present terminus of the English line; to Timbó in the eastern part of the province to the north of the capital. We are informed that it is proposed to construct a narrow gauge line and that the construction will be very easy and comparatively cheap. The region traversed is very highly spoken of as regards productiveness, sugar and corn being the principal products. It is expected that the line will be self sustaining and that by bringing increased traffic to the English line it will materially reduce the burden on the government for guaranteed interest on that road.

—The receipts of the D. Pedro II railroad in November last were:

showing an increase of 186,263\$441 as compared with the receipts in November 1879.	From passengers,	188,586\$10
	freight and parcels	28,297,280
	merchandise	960,700,700
	animals	8,170,200
	carriages	598,580
	trains	1,490,520
	warehouse rent	3,098,850
	telegrams	2,699,500
	line	72,570
	sums	6,377,181
Total		1,207,333\$921
		102,707\$000 in Nov. 1879
		23,478,800
		78,078,105
		6,302,580
		1,013,600
		402,120
		2,699,500
		72,570
		5,357,195
		1,021,066\$180

The total interest-bearing debt of the United States on the 31st of December was \$1,675,265,400, and the grand total including matured bonds, interest and paper currency, was \$2,121,481,475.40. Deducting the amount of cash in the treasury (\$222,299,739.41) the debt is reduced to 1,899,181,735.99. The decrease in the debt during December was \$5,699,430.76, and during the half year ending Dec. 31 the total decrease was \$42,990,559.35.

RIVER PLATE ITEMS.

From the Buenos Ayres Standard.

—The port of Callao was thrown open to commerce by the Chileans on the 21st ult.

—The increased productions of the country are evidenced by the manifests of the steamers leaving for Europe; we are shipping this year to Europe exports that never before figured on our lists; the fine season and great prosperity of our agricultural colonies is telling on our export trade, whilst the very large arrivals of bar silver at Rosario from Bolivia point to the new trade starting up in that line.

—At no previous period in the history of the Plate has there been such a sudden expansion of the cattle and estancia business, and this is due to the splendid lands passing from government to the hands of third parties, who are stocking the same, as it is proven now that cattle on these new lands give from 25 to 40 per cent increase, and President Roca, who is himself an estancia in the district of Rio Cuarto, is of opinion that in 6 or 7 years the Argentine Republic will have 23 millions of cows on its estancias, which will in that line place it ahead of every other country.

—In all respects the country progresses, and is rapidly recovering from the effects of the political commotions of last year. The railway extensions in the interior are progressing rapidly and immigration is steady and constant. The national government is bent on attracting to this country some of the emigrant tide from northern Europe, especially Germans and Irish, and committees of members of these nationalities are about to be named here to carry the matter through, while it is highly probable that the Ven. Dean Monsignor Dillon will go to Ireland, to see what can be done there. The climate of the Rio Negro is so admirably suited for northern Europeans, that, if even a few hundred families can be brought out, the success they are certain to meet with will soon induce thousands to follow them. From Wales many new settlers have come lately, and others are coming, to the colony at Chaput, which is now in the full tide of success.

From the Buenos Ayres Herald.

—Captain Mantion, who is the agent in this city for the Guiver-Bell Telephone, has been commissioned by government to connect all the public offices by telephone apparatus, and many of the principal merchants are having their places of business and their dwelling-houses connected in like manner.

—From the *Bandas Oriental* we are not, in a position to report anything certain concerning politics; in fact, things there seem to be at a standstill, while the people are given up to the intellectual pursuit of bull-fighting. Meetings have been held, however, by the two great political parties, the Blancos and Colorados, which have been properly organized. In the country towns things are looking pretty bad, and the unpaid and discontented soldiery, to be met almost wherever one goes, make it positively dangerous to go any distance in the country without being well armed and sufficiently accompanied.

—From the West Coast we can hardly report the war to be at an end, even yet. Pirola, with the shattered remains of his army, seems disposed to give the conquerors of his country as much trouble as he possibly can, and the refusal of the Chilean general Bapuelano to entertain proposals of peace made by him, is only likely to confirm him in this resolution. In the meantime, the people are paying dearly for the hopeless and obstinate resistance which is being made, and the distress prevailing in Peru and Bolivia is said to be something that baffles description.

—The national government has just received 8,000 layettes of the improved "Modelo Argentino" Remingtons, from the United States.

—The Guadiana Royal Mail steamer touched at Rio, came thence to Montevideo, where she read out her allotted days of quarantine, and came up to this port with a clean bill of health from that port, and, having touched at Rio, was fined \$1000 under a law which prohibits an immigrant ship from touching at a Brazilian port. The same law defines the bringing of 40 or more third class passengers as constituting an immigrant ship, but even so, the Guadiana had less than 40 such passengers; but the Immigration Office decides that once having had more than 40, and thus becoming an immigrant ship, she always continues of this character, and here the agents of all the lines unite in asking a definite explanation of the law, and protesting against the contention set up by the Immigration Office. It would seem that we are blessed with a class of officials who deem it their duty to make as many vexatious claims as possible, and to launch all manner of preposterous claims, and so outrageous and baseless have these impositions become, that all the steamer agencies will unite in an association for mutual protection. The necessity for this is indiscreetly to us, and we do not believe the President or his Ministers would suffer such scandals if they realized the facts.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th, of the month.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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JAMES S. MACKIE & CO.,
191 Broadway

RIO DE JANEIRO, MARCH 27th, 1881.

Mr. Garfield was inaugurated President of the United States on Friday March 4th. At the U. S. Legation in this city the American flag was displayed in honor of the occasion.

Mr. Baine, in the United States Senate, advocates the policy of appropriating the sum of four millions of dollars yearly to subsidies for foreign mail steamship lines, in the interest of export trade and home steamship building. "England," he says, "has paid £40,000,000 to steamship lines. She never abandoned subsidized lines except for those strong enough to go alone. France, Italy and Austria have also subsidized their marine."—"This announcement has a peculiar significance because Mr. Baine will, in all probability be the secretary of state to Mr. Garfield who was inaugurated President of the United States on Friday last. (March 4th 1881).

The second number of the *Imprensa Evangelica*, in its enlarged monthly form has been received. The editors deserve praise for the earnestness with which they devote themselves to the work of evangelizing a people for the most part perfectly indifferent to the ethics of religion, careless even in their observance of its forms. During the seventeen years of its existence it has achieved many good and some memorable results; we are glad to see it, under new auspices, advocating a broad teaching of the truths of Christianity rather than the merely sectarian tenets of a church hedged about by abstruse and musty formulas, necessary, perhaps, in a country where the people are well informed as to the great underlying, and accepted, facts, but puzzling to a primitive people who have known only one church, and are seeking for light in another.

The Ypiranga lottery of São Paulo, with a capital prize of nearly half a million of dollars was drawn on the 26th of February as announced. Everything connected with the drawing of the numbers appears to have been conducted with the utmost fairness, and, so far as this special feature is concerned with satisfaction to the most critical of the thousands interested. Telegrams were received and posted in the public places of the city, announcing the fortunate numbers, and as nearly "every body and his wife" had one or more tickets, the interest in the drawing was universal—business was almost neglected during the day, and all eyes were eagerly scanning the rapidly coming numbers. Few of the larger prizes came to Rio; half of the capital prize is reported to have been drawn by a merchant in Rio Grande—the other half is not yet heard

from. The little good it will be to the drawers of these large sums will never compensate for the wide spread general harm and demoralization which is the inevitable result of every scheme of this kind.

In the death of Senator Candido Mendes d'Almeida Brazil has lost one of her leading men. He was not of those who sought, by the advocacy of popular measures, a transient prominence, but by persistent devotion to maturely formed opinions, by a strong belief in his own convictions, an intrepid expression of his views, whenever called upon to utter them, he made an impression on public sentiment which was felt in every province of the Empire. That he was at variance with the spirit of the age, in his ultra-montane opinions, we have several times called to the notice of our readers, but no one doubted his perfect and unselfish belief in every word he ever spoke in this connection. That he was sometimes a partisan of the most one-sided character, never suggested to his enemies the remotest thought of his being personally interested in his opposition to or advocacy of any question. He was an exceptional character in national politics, one of the few men who may be quoted as coming up to the poet's ideal: "An honest man, the noblest work of God."

Senator Mendes d'Almeida, besides being the author of several historical works of great interest, was the author of the well known "Atlas and Geography of the Empire of Brazil," a publication which, at the time of its first appearance was equal to the best atlas, on the same comprehensive plan, then known in America.

The philosophy of the decline in exchange has never had an exponent sufficiently studious to define it. Since 1873 exchange has slowly, but with unerring certainty, fallen from par (27 d.) to 21 d., while the crops of the country have increased, in quantity, in nearly the same ratio. Judged by the laws of political economy, exchange should have been maintained at par. There must be a cogent reason for this evidently incongruous state of things. A merchant with a gradually increasing income from the sale of a gradually increasing product, almost exclusively under his own control, is, under ordinary circumstances, conceded to be in a position to add to his wealth and gain credit. Should it be discovered, however, that his style of living is ostentatiously expensive, that his sons are expending the profits of their sire's business in the dissipations of Parisian life, or the no less expensive extravagance of what is called "high life" in Rio; that in addition the "Governor" is launching out in railway schemes, immigration projects, and inaugurating systems of public improvements of doubtful, because premature, utility, and undoubted profitlessness, we say when all these facts are duly considered, as they inevitably will be by the thinking mind of the community, is it at all remarkable that his credit should suffer and that his non-interest bearing I. O. U's with no indicated date for their redemption, issued and re-issued time and again, in the most reckless manner, should fall below par, and be the plaything of trade and exchange, notwithstanding that meantime his "signed bills", acceptances and interest bearing paper with fixed date of redemption, should be bought and sold at par?

We do not say that this is a perfect illustration of the present state of affairs—but if a under the supposed conditions a business man should raise money in emergencies by the issue of I. O. U's, and then was indifferent regarding their redemption, he would certainly suffer as Brazil is suffering now, unless by a system of severe and earnest retrenchment he could re-inspire

confidence, and provide for calling in his floating indebtedness or make it redeemable in gold.

In the *Atlantic Monthly*, under the head of "Our commerce with Cuba, Porto Rico and Mexico," Mr. C. C. Andrews makes a few suggestions which are more or less pertinent to a question now under consideration in the columns of the city press:

"The importation of brown sugar into the United States in 1877 from Cuba was nine hundred and twenty-six million pounds of the value of fifty-two million dollars; from Porto Rico sixty-two million pounds, of the value of three million dollars; and together nine hundred and eighty-eight million pounds, of the value of fifty-five million dollars. The tariff duty on that importation amounted to say twenty three million dollars, a tax which bears about equally on the American consumer and the West Indian producer. We could reduce this rate, in negotiating for mutual trade, to one cent a pound. If it be urged that the revenue cannot be dispensed with, then let the deficiency be supplied by transferring to coffee the tax taken from sugar. It is unreasonable to tax a necessary like sugar so much, and allow coffee to be imported entirely free of duty, as is now, and for a long time has been, the case. There may be some who will urge that this sugar tax must continue as a 'protection' to the sugar production of Louisiana. One cent per pound, however, should now be a sufficient protection."

Let us, then, offer the Spanish West Indies, at our very door, at least in all as liberal terms as we give to the distant Sandwich Islands. By the treaty of June 17, 1876,—a treaty well suited to the centennial year,—the United States agreed to admit into their ports brown and all other unrefined sugar the product of the Hawaiian Islands (and various other articles) free of duty. Reciprocally, the Hawaiian Islands agreed to admit into their ports agricultural implements, cotton manufactures, provisions, flour, etc., free of duty. If our government will only reduce the tax on brown sugar to one cent a pound, it will be an important inducement for Spain to remove her present exorbitant tax on our wheat flour, and to reduce largely her duties on the various articles of provisions which our markets are so well calculated to furnish to Cuba and Porto Rico. This accomplished, the way would be opened for a favorable increase of our exports of cotton manufactures, machinery, and the like to those islands.

The Carnival, or three days delirium of the good people of Rio, was this year rather unannounced and uninteresting during the first two days for which full amends were made on the last day when the three leading societies appeared in procession with all the luxury and display that their means, which seem never to be lacking on these occasions, would permit, or that the ingenuity of their members after several months of diligent application, could invent. The usual features of richly and fantastically caparisoned horsemen, of elegantly dressed, or perhaps we should say undressed, females, of noisy bands and more or less witty skits at prominent men or important political or social events were more than ordinarily brilliant, and as the other features of water-throwing and practical jokes of all kinds were not so prominent as they have been on many other occasions there is ground for the satisfaction manifested by the native press over what they are pleased to call the civilized carnival of the current year.

It is certainly satisfactory to be able to record that the barbarous *entrudo* was less prominent than usual, but it would be still more satisfactory if we could say with our

contemporaries that this barbarism had been finally banished from Brazilian society, or relegated to the home circles where, being confined to friends and acquaintances, it is comparatively unobjectionable. The fact that during the three days of Carnival a woman, whether respectable or otherwise, cannot appear on the streets without being subjected to attentions from all classes of society which are in the highest degree rude and annoying, to say nothing of the risks to apparel and health, does not give a very high idea of Brazilian manners and is utterly inexcusable even on the plea of the annual license, which in all civilized countries is permitted at this time.

Although the mode of celebrating the Carnival introduced by the societies is certainly preferable to the old system of the *entrudo*, it is surely a little odd to hear one spoken of as a type of barbarism and the other as a type of Christian civilization. Garibaldi in his description of the Roman Carnival states that it is the legitimate Christian successor of the heathen Saturnalia, a name which the Rio Carnival with its gross and flouting immorality most richly deserves.

If the character of a people is, as many contend, to be judged from the nature of their sports, we fear that an impartial observer would form a very low estimate not only of the morality but also of the Christianity and civilization of the Brazilian people from the scenes of the three days of Carnival.

Turning to another aspect of the question a very important lesson was taught by the late Carnival which if heeded and acted upon by our rulers may in a large measure compensate for all the objectionable features. For some weeks before anticipations of a bloody time were indulged in, which unfortunately had too much foundation in the boldness lately displayed by the criminal classes, and the known inefficiency, if not, as has been charged, the actual association of the police with the criminals. Yet the Carnival passed off without disagreeable incidents of the sort anticipated owing to the very simple expedient of withdrawing the regular police and calling in the troops to do their service. This measure while it is a disgraceful confession on the part of the authorities of the bad organization and utter insufficiency of the police, proved that all that is required to properly police the city is a corps worthy of the respect and confidence of the citizens. Few large cities have a population which can be so easily governed as that of Rio de Janeiro and this very fact renders the present system or lack of system more discreditable.

LOCAL NOTES.

—Senator Candido Mendes d'Almeida, senator for the province of Maranhão, died on the 1st inst. after a short illness.

—F. Clare Fowl, Esq., Her Majesty's Envoy to Brazil, will leave for England per steamer *Nereus* on the 15th of this month, thence to Athens to assume the duties of his new position.

—At about two o'clock in the morning of the 28th ult. the house n° 56 Rua do Rio Comprido was entered by thieves who succeeded in carrying off some chickens and various other articles. The inhabitants, witnessing the robbery, whistled for the police for the space of about 40 minutes and—may be whistling still for all the police care.

—On the 27th ult. the minister of agriculture sent a dispatch to the commander of the fire brigade of this city requesting immediate information as to the accusation made against the said brigade of not having at once answered the appeal for their assistance made by the chief of police on the occasion of the disaster in the Rua do Ouvidor on the 25th ult. In his reply the commander of the fire brigade does not refute the accusation but proves that his action was prescribed by the existing regulations with which it was his duty to comply. It is to be hoped that those regulations will be modified without delay.

March 3.	
118 Six per cent. apices.....	1,045 000
10 National Loan 1879.....	108 1/2 7/8
33 Banco Industrial.....	217 000
35 do do.....	218 000
32 do Nacional.....	5 000
20 Caris-Villa Isabel.....	180 000
110 do do.....	181 000
50 Integridade Insurance.....	60 000
144 Banco Predial hypoth. notes.....	75 7/8
97 do do.....	75 7/8
100 Uniao dos Lavouras.....	80 7/8
40 Carangola R. R. (cons. sale).....	2 5 000

March 4.	
47 Six per cent. apices.....	1,045 000
40 do do.....	1,039 000
29 do do.....	1,048 000
13 National Loan 1879 (8 mts. sale).....	109 7/8
100,000 Provincial apices of 2000.....	94 7/8
17 Bancos Industrial.....	217 000
60 Brazil de Navegacao.....	200 000
50 Petropolis R. R.....	182 000
3 Macale e Campos debentures.....	70 7/8
184 Banco do Brazil hypoth. notes (12 and 40).....	92 7/8
3 Macale e Campos (cons. sale).....	55 000

MARKET REPORT.

Rio de Janeiro, March 5th, 1881.

Coffee.—Our last report was on the 23rd ultimo. Since then our dealers have been gradually reducing their prices, the total decline amounting to 230 reis per 100 kilos on the better grades and 150 reis on the lower ones. But, in view of the continuance of heavy receipts and the discouraging advices from consuming countries, the market remained quiet until the 2nd inst. when renewed activity set in, which, notwithstanding the unfavorable result of the Dutch auction on that day, has increased since then and will continue, about 90,000 bags having been sold during the last three days.

The sales since the 23rd ult. amount to 155,620 bags viz: 78,880 bags for United States 6,440 " do Europe 5,700 " do Cape of Good Hope 8,620 " do Elsewhere.

Total, 155,620 bags, and the total sales for the month since the 23rd ultimo amount to 424,010 bags, viz: 192,310 bags for United States 202,700 " do Europe 5,700 " do Cape of Good Hope 23,270 " do Elsewhere.

Receipts in February have averaged 14,667 bags per day against 4,507 " in February 1880.

and the total receipts for the 8 months since the 1st July amount to 2,312,063 bags, against 2,367,014 bags in same period of February, 1879-80.

The clearances since the 23rd ult. have been:

United States:	
Feb. 22 Baltimore, Am bk Carmichael.....	5,164
24 New York, Br bk Riddle.....	30,800
26 do Port bk Triunfo de Cayo.....	5,721
28 Galveston, Am bk Oram.....	1,300
28 New York, Am bk Anne R. Storer.....	10,038

Europe:	
Feb. 23 Southampton, Br str Ann R.....	8,915
24 Falmouth, Br str Helle.....	2,500
26 do Sw bk Charlotte.....	4,000
26 Masselles, Fr str Polite.....	4,010
26 Channel C. O., Nor bk Cuba.....	4,100
26 Gibraltar C. O., Port bk José Estrella.....	4,000
28 Hamburg, Gr str Valparaiso.....	15,360
28 Liverpool, Br str Valparaiso.....	2,000
28 Oporto, Port bk Amaranth.....	2,083

Mar. 2	
Falmouth C. O., Nor bk Nordjerna.....	3,661
Bordeaux, Fr str Giraud.....	3,089

Elsewhere:	
None.	

The total clearances in February have been:	
for United States 177,441 bags, against 95,892 in Feb. 1880	
Europe 261,030 " " 131,051 "	
C. of Good H. " " 4,000 "	
River Plate and West Coast 2,825 " " 1,451 "	
total 340,966 335,394	

and the total clearances during the 3 months since the 1st July have been:

bags	
1,545,024 for United S. against 1,463,742 in same per. of 1879-80	
Europe 1,223,053 " " 703,914 "	
C. of G. H. " " 45,457 "	
R. P. & W. C. " " 9,210 "	

showing an increase of 43,525 bags, viz: 81,813 bags more to United States and 38,110 bags more to Europe and elsewhere.

We quote, per 100 lbs:

Washed.....	
Superior.....	5800 = \$250
Good first.....	4860 = \$200
Regular first.....	4750 = \$190
Ordinary first.....	3750 = \$140
Good second.....	3800 = \$140
Ordinary second.....	3720 = \$130

and on this basis cargoes may be quoted:

Prime United States.....	
per 100 lbs.....	5,350
per cwt.....	37,10
per lb.....	11,70
Good to go 1.....	4,700
Fair.....	4,590
Poor.....	4,420
Good Channel.....	4,000
Fair.....	3,800
Low.....	3,700

(C. O. b. ex freight and commission, exchange 21 1/2 in sterling and at par in American gold.)

Stocks estimated to-day at 7,500,000 bags.

TOTAL clearances of coffee from Rio de Janeiro during the 8 months from July 1st to February 28th.

DESTINATION	1880-81	1879-80	1878-79
UNITED STATES:			
New York.....	320,805	879,790	866,754
Baltimore.....	345,189	335,118	390,370
Hampden Roads E. O.....	212	26,365	36,590
Richmond.....	3,508	3,600	7,000
Charleston.....	14,516	14,928	10,492
Savannah.....	13,350	10,704	19,285
Mobile.....	199,878	149,186	107,138
New Orleans.....	20,808	22,528	37,594
Galveston.....	4,000	12,800	—
St. Thomas E. O.....	1,545,024	1,460,742	1,424,143

EUROPE:			
Channel E. O.....	15,200	7,500	11,544
Antwerp.....	201,389	67,534	720,308
North of Europe & Baltic.....	100,211	53,808	107,335
Liverpool, London & Southampton.....	296,317	200,553	226,720
Bordeaux.....	194,017	104,174	154,135
Bretons.....	165,055	17,710	43,184
Lisbon E. O.....	101,451	104,174	102,049
Portugal.....	3,968	527	5,269
Mediterranean.....	236,620	107,070	154,937
Total.....	1,223,053	708,914	935,338

ELSEWHERE:			
Cape of Good Hope.....	65,620	45,237	71,048
River Plate & West Coast.....	23,270	9,310	29,788
Total.....	98,768	54,567	100,836

UNITED STATES:			
1881.....	1,545,024	1,460,742	1,424,143
1880.....	1,223,053	708,914	935,338
1879.....	98,768	54,567	100,836
Total.....	3,776,845	3,224,223	3,451,317

Total clearances of coffee from Rio during the 8 months from January 1st to February 28th.

DESTINATION	1881	1880	1879
UNITED STATES:			
New York.....	180,916	97,307	193,040
Baltimore.....	66,617	80,997	47,393
Hampden Roads E. O.....	3,508	—	5,771
Richmond.....	—	—	—
Charleston.....	—	—	—
Savannah.....	—	—	—
Mobile.....	4,500	—	7,045
New Orleans.....	14,008	20,246	14,938
Galveston.....	3,999	—	10,777
St. Thomas E. O.....	1,545,024	1,460,742	1,424,143

EUROPE:			
Channel E. O.....	19,100	7,500	8,800
Antwerp.....	45,472	24,666	24,614
North of Europe & Baltic.....	41,289	33,494	34,979
Liverpool, London & Southampton.....	84,314	74,635	60,891
Bordeaux.....	49,201	43,379	57,075
Bretons.....	13,889	10,457	8,800
Lisbon E. O.....	9,609	10,127	12,519
Portugal.....	1,083	591	1,497
Mediterranean.....	30,534	24,956	37,544
Total.....	293,081	215,379	236,700

ELSEWHERE:			
Cape of Good Hope.....	4,000	10,887	9,019
River Plate & West Coast.....	4,272	1,132	5,174
Total.....	8,272	12,019	14,193

UNITED STATES:			
1881.....	277,033	196,545	305,486
1880.....	293,081	215,379	236,700
1879.....	8,272	12,019	14,193
Total.....	578,386	423,943	556,379

Flour.—The arrivals since our last report have been: 520 bags River Plate per str Elbe 2,500 barrels American " bk Amaranth 2,950 " do " bk Mary Rice 4,810 barrels.

The total arrivals during the month since 4th ult. have been only 12,010 barrels, viz: 8,120 lbs. Trieste 9,009 " American 800 bags River Plate 12,010 lbs.

The sales since same date amount to 31,544 barrels, viz: 45,224 " American 5,100 bags River Plate and Chili.

Stock in first hands to-day consist of 20,010 barrels, viz: 1,900 barrels Trieste 5,600 " Gallego 1,420 " Hasall 25,110 " O'Dance 700 " McCance 10,900 " Baltimore

Total 30,010 barrels. The demand being at present far in excess of the supply, and the stock being much reduced, the market has become very firm and prices have advanced.

We quote:	
Trieste.....	Nominal
Gallego.....	22 500—23 500
Hasall.....	22 500—23 000
Dunlop.....	22 500—23 000
O'Dance.....	20 500—21 000
McCance.....	20 500—21 000
Baltimore.....	19 000—21 000
St. Louis.....	19 000—21 000
Chili.....	18 000 000

Phosphate.—During the month of February there have been no arrivals.

On the 1st instant the *Yanira* arrived from Pensacola with 276, 895 feet which are any yet sold. The market is firm and we quote 378,000—385,000 per dozen.

Total arrivals from January 1st to February 28th: 661,373 feet.

White Pine.—No arrivals since our last. Market very firm and sales of recently arrived lots have been effected at 112 reis per foot.

Total arrivals from January 1st to February 28th: 824,535 ft. Spruce Pine.—There have been no arrivals. Market steady at 338,000—348,000 per dozen.

Total arrivals from January 1st to February 28th: 38,945 feet. Swedish Pine.—No arrivals and market firm at 338,000 per dozen.

Total arrivals from January 1st to February 28th: 341 dozen *Kerosene*.—No arrivals. Market very firm at 7800—7850 per case for *Dreco's* brand. Arrivals in February: 26,695 cases.

Total arrivals from January 1st to February 28th: 37,795 cases.

Lord.—In view of the continuance of short supply prices have further advanced:

400—420 164 per lb.	
George.....	400—410
Johns.....	390—400
New York.....	380—390

Arrivals in February 1,600 kegs. Total arrivals from January 1st to February 28th: 12,000 kegs and 100 cases.

Rain.—Remains quiet at 7850—8500 per barrel. Arrivals in February 900 barrels.

Total arrivals from January 1st to February 28th: 1,620 lbs. Turpentine.—Continues firm at 450—480 reis per kilo. Arrivals in February 635 cases.

Total arrivals from January 1st to February 28th: 720 cases. Coal.—The total arrivals during the month of February have been only 4,128 tons, viz:

5,600 tons from Liverpool	
Glasgow.....	1,007
Swansea.....	451
Hamburg.....	31

and in view of this short supply and the entire absence of transactions it is impossible to give quotations. We believe, however, that 25,000—25,500 per ton would be paid for Cardiff.

Since the instant the following cargoes have arrived: 1,430 tons per 1 1/2 from Cardiff

1,288 " Mary Durkee from Cardiff	
340 " Raven from Swansea	
447 tons and 103 tons-coke per Dublin from N. Castle	

tons per 1 1/2 from Cardiff nearly all on order.

Beer.—Quotations:	
Beck's (Brewery & Bell).....	74 000—78 000
Tennant.....	5 500—5 400
Guinness Stout.....	7 000—7 500
American.....	5 000—5 500
German family brands.....	5 000—7 000

Cement.—There is an alteration in the market. We quote: English 68,000—78,000 German 6 000—6 800

Port of 5 Lanes. The arrivals in February have been only 650 cases Norwegian per steamer from Hamburg. Stock is much reduced and the consumption very large, as usual at this time of the season. The market is, in consequence, very firm and retail prices have advanced to 165,000—198,000 for cases and 25,000—28,000 for 100 lbs.

Shippers of stock from January to February, 1881.

March 4th, 1881.	
Coffee.....	6,000
Tea.....	4,500
Spices.....	2,500
Grain.....	17,746
Oil.....	6,119
Wool.....	19,573
Iron.....	14,198
Gold.....	15,339
Silver.....	4,007
Platinum.....	7,008
Mercury.....	4,783
Antimony.....	16,127
W. L. Plumber.....	4,925
Dr. str. Riddle, London, Antw., Rotm.....	7,658
Gr. str. Valparaiso, Hamburg.....	133,000
Coal.....	1,794
Total.....	134,795

3 Fr bk Perseus, New York.....	4,000
4 Am bk Jane Adeline, do.....	4,500
6 Dr str Koro, do.....	2,505
6 Gr str Soller, Antw. Hamburg.....	17,746
7 Dr str Tagus, London, Havre.....	6,119
8 Gr str Santos, Hamburg.....	19,573
9 Dr str Grefen, Hanr.....	14,198
10 Imbrs, Marseilles.....	15,339
11 Fr str 122 de Babel, Havre, Antw. Bank.....	4,007
12 New bk Rios, Baltimore.....	7,008
13 Dr str Rios, New York.....	4,783
14 Dr str Valparaiso, Hamburg.....	16,127
15 Dr str Rios, London, Antw., Rotm.....	4,925
16 Gr str Valparaiso, Hamburg.....	7,658
17 Dr str Rios, Baltimore.....	133,000
18 Dr str Rios, Baltimore.....	1,794
Total.....	134,795

PORT OF MARANHÃO.

Cotton.—Is selling at 480—510 reis per kilo. The demand for Portugal as well as for Liverpool.

Sugar.—Prices have fallen off considerably and sales are ready at 120—130 reis per kilo. No stocks.

Freights.—1/2 and 1/3 and 2/3 and 3/4. Exchange.—Drawers are at 21 1/2—21 3/4 but takers are keeping back for 22.

Discounts.—8 1/2—9 1/2. Money not at all plentiful.

Shipping News.

ARRIVALS OF FOREIGN VESSELS.

FEBRUARY 22

MONTEVIDEO.—Sp bk Catubana; 131 tons; San Juan; 12 ds; jerked beef to Freitas & Miranda.

FEB. 23

MARSEILLES.—Fr bk Lacynlos; 689 tons; Seré; 63 ds; sundries to H. N. Dreyfus.

FEB. 28

CAPE OF GOOD HOPE.—Br bk Silver Cloud; 151 tons; Wau; 45 ds; rice to Norton Megaw & Co.

MARCH 1

BAHIA.—Am bk Lacynlos; 689 tons; Seré; 63 ds; sundries to H. N. Dreyfus.

LULA TERCEIRA.—Port bk Flor de Angola; 326 tons; Sena; 44 ds; sundries to M. J. de Oliveira Costa.

PRACARA.—Ship *Tejano*; 425 tons; Maristany; 59 ds; pitch pine to J. Sauer & Co.

MARCH 2

LONDON.—Br bk *Tejano*; 624 tons; Bergman; 60 ds; sundries to Brunet Wright & Co.

ANTWERP.—Br bk *Ocean Beauty*; 578 tons; Thompson; 73 ds; sundries to Norton Megaw & Co.

